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History

Awards

Badge of Honor

OVERVIEW

# 1980-1989

The All-New Jeep® Cherokee (XJ) helped revolutionize the 4x4 market. The mighty XJ introduced many industry firsts, including: the first compact four-door SUV, first uniframe construction, and first full-time 4x4 system with shift-on-the-fly capability.

## A NEW SPORT UTILITY VEHICLE (SUV)

A second energy crisis in 1979 spurred the development of a smaller 4x4 wagon—the All-New Jeep® Cherokee (XJ). It featured a unibody design, compact dimensions and a suspension system influenced by the chief engineer of the Renault Formula 1 racing team. AMC recorded record sales in the 80s and discontinued the CJ-series and introduced an All-New Jeep Wrangler (YJ) in 1986. A year later, in 1987, American Motors Corporation was sold to Chrysler Corporation and the Jeep Brand became a part of Chrysler Corporation's Jeep/Eagle Division.

# TAKING 4x4 CAPABILITY TO NEW HEIGHTS



JEEP® CJ-5 LAREDO

1980-1986

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JEEP® CJ-7 LAREDO

1982-1986

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JEEP® CJ-8 SCRAMBLER

1981-1985

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JEEP® J-10 TRUCK

1970-1987

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	JEEP® CHEROKEE (XJ)	JEEP® COMANCHE (MJ)	JEEP® WRANGLER (YJ)	
JEEP® GRAND WAGONEER (SJ)	1984-2001	1986-1992	1987-1996	JEEP® WAGONEER LIMITED (XJ)
1984-1991				1984-1990
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# 1980-1986 JEEP® CJ-5 LAREDO

# ELEVATED STYLE WITH CHROME ACCENTS

The Laredo package was offered in the CJ line from 1980 to 1986 but because the CJ-5 was discontinued after 1983, it was pretty rare in that line. The typical package included a chrome grille, bumpers, wheels, hood emblem and trim.

1

Since then, the Laredo name has carried on in several Jeep® Brand models until the current day, and has come to represent an upper-middle trim package with stylish accents.

2

# 1982-1986 JEEP® CJ-7 LAREDO

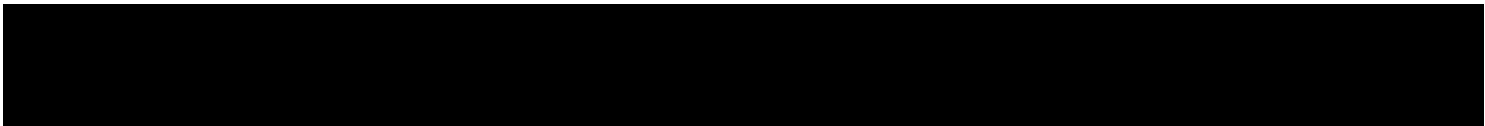
# UPPING STYLE ON THE CJ-7

The Laredo package was offered in the CJ-7 line from 1982 to 1986. The typical package included a chrome grille, bumpers, wheels, hood emblem, and trim.

3

Since then, the Laredo name has carried on in several Jeep® Brand models until the current day, and has come to represent an upper-middle trim package with stylish accents.

3



# 1981-1985 JEEP® CJ-8 SCRAMBLER

## A STRETCHED CJ-7

After the CJ-6 was phased out in 1975, Jeep® vehicle owners again clamored for more room. AMC answered with the CJ-8 "Scrambler." This small pickup truck was similar to the CJ-7, but featured a longer 103-inch wheelbase and featured a long rear overhang for increased cargo space.

4

Componentry largely paralleled the CJ-7's, though a V8 was never offered in the CJ-8, and six-cylinder Scrambler models could get the AMC Model 904 automatic transmission.

4

Known internationally as the CJ-8, the open cab pickup was available in either soft top or hardtop configurations. A steel hardtop version of the Scrambler was exported to Australia, and the U.S. Postal Service in Alaska employed insulated panel-delivery Scramblers with automatic transmissions. Former U.S. President Ronald Reagan was popularly seen driving his Blue Scrambler at "Rancho De Cielo" ranch.

4

The Scrambler was replaced by the similarly-sized Jeep® Commanche Pickup Truck. Not a hot seller in its day, today the Scrambler is extremely popular among collectors and off-road builders alike.

4



## 1970-1987 JEEP® J-10 TRUCK

### NEW AND IMPROVED JEEP® PICKUP TRUCK

In 1971, the Jeep® Trucks changed names to either the J-10 (119-inch) or J-20 (131-inch) models. Improvements included front disc brakes, a new front axle, six-stud wheels and heavier frame cross members.

5

The J-10 J-Series pickup truck line included the Honcho, Golden Eagle and 10-4 trim packages. All trucks shared the same body design as the Jeep® Wagoneer and Cherokee from the cab forward, and were offered with traditional slab-sided or step-side bodies.

6

## 1984-1991 JEEP® GRAND WAGONEER (SJ)

### A FULL-SIZE LUXURY SUV

In 1984, AMC transferred the Wagoneer and Cherokee names to the small unibody XJs. The full-size SJ Wagoneer was preserved until 1991, however, under the "Grand Wagoneer" name.

7

Marketed as a more luxurious SUV, it was also one of the last vehicles sold in North America with a carburetor. The 1991 model was available with a "Final Edition" badge on the dashboard. Considered "the gold standard of the SUV market"

8

## 1984-2001 JEEP® CHEROKEE (XJ)

### A TRUCK FOR THE MODERN FARMER

After its own market research convinced AMC that the future lay in compact SUVs, the automaker pumped \$250 million into the design and production of the new compact XJ Cherokee and Wagoneer sports wagons.

9

XJ designs date back to 1978, when a team of AMC and Renault engineers drew sketches and made clay models from the existing SJ Cherokee, but the all-new XJ series finally made its well-received debut in 1984, when it scored an unprecedented sweep of the "4X4 of the Year" awards by three primary off-road magazines.

10

The 1984 Jeep® Cherokee was a revolutionary vehicle: 21 inches shorter, 6-inches narrower, 4 inches lower, and 1,000 pounds lighter than the full-size Wagoneer (SJ). It was built with a revolutionary uniframe instead of a traditional chassis-and-frame.

11

The XJ was the first vehicle with two available 4x4 systems: Command-Trac® Part-Time and Selec-Trac® Full-Time 4x4. XJs have proven enduringly popular with 4x4 enthusiasts for their off-highway abilities and wide availability of aftermarket modifications.

12

Until 1988, the Cherokee was the only compact SUV to offer both two- and four-door models. Originally fitted with the choice of a 2.5L four-cylinder engine or a 2.8L V6, the venerable 4.0L inline-six engine debuted in 1987.

13

There were 14 trim models throughout the years: Base, SE, Wagoneer Limited, Briarwood, Pioneer, Pioneer Olympic Edition, Chief, Sport, Country, Classic, Limited, Laredo, Freedom and 60<sup>th</sup> Anniversary Edition.

14

## 1986-1992 JEEP® COMANCHE (MJ)

### A SMALL XJ-BASED PICKUP TRUCK

The Jeep® Comanche (also called the MJ) was a pickup version of the XJ Cherokee. The Comanche pickup originally sported much identical running gear to the XJ, though you could get a 2.1L Renault I-4 diesel engine for the '86 MJ model year.

15

The Comanche was a uniframe vehicle, making it unique among pickups. It was available as the short-bed Comanche Sport Truck and the long-bed Comanche Chief. This marked the end of the Jeep® pickup line that began in 1947.

16

## 1987-1996 JEEP® WRANGLER (YJ)

### A MODERNIZED WRANGLER

The Wrangler (YJ) replaced the long-lived CJ Series. It had a wider track, angled grille, rectangular headlamps, and a modernized interior. All this made it a very “civilized” Jeep® Wrangler.

17

Although the Wrangler shared the familiar open-body profile of the CJ-7, it contained few common parts with its famous predecessor. Mechanically, the Wrangler had more in common with the Cherokee than the CJ-7. The Wrangler YJ had square headlights, which was a first (and last) for this type of Jeep vehicle. Wrangler trim levels included: Base (“S” or “SE”), Laredo, Islander, Sport, Sahara, Renegade and Rio Grande.

18

On Aug. 5, 1987, about a year after the introduction of the Wrangler, American Motors Corporation was sold to the Chrysler Corporation and the popular Jeep® Brand became a part of Chrysler's Jeep / Eagle Division.

19

# 1984-1990 JEEP® WAGONEER LIMITED (XJ)

## AN UPSCALE CHEROKEE

The family-oriented Jeep® Wagoneer was a variation on the XJ Cherokee. It was sold in two trim levels: the Wagoneer and the Wagoneer Limited.

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Both Wagoneer models were distinguished from the Cherokee by their four headlamps, with vinyl wood side trim special to the Limited. The Base model had a higher level of trim than the Cherokee XJ models, but less than the top-of-the-line Limited.







21


The Jeep® Wagoneer was available with either the “part-time” Command-Trac® or a “full-time” Selec-Trac® 4x4 System. Command-Trac featured shift-on-the-fly capability allowing the driver to shift into or out of 4x4 while the vehicle is in motion. The sophisticated full-time Selec-Trac is engaged at all times and features a special viscous coupling that eliminates the binding, or “crow hopping,” that occurs when most 4x4s are operated on dry pavement.

22

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< 1970's

1990's > NEXT

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